Section 2.6 Traffic/Transportation

Data Adequacy Deficiency – No design capacity given for area roadways.

Data Adequacy Response – Design capacity is typically an issue when relating to Congestion Management Plans (CMPs). This area does not have a CMP. However, since Florida State has developed the most comprehensive list of roadway capacities for a wide range of situations, their data was used as a basis for estimating the capacities of these roadways. The estimated capacity of the local roadways could be characterized as follows:

Facility	Peak Hour Capacity	Daily Capacity
SR 99	6,000 vehicles	60,000 vehicles
Twin Cities Road (SR 104)	2,100 vehicles	23,000 vehicles
Clay East Road	2,000 vehicles	21,000 vehicles

Data Adequacy Deficiency – Twin City Road will handle the majority of traffic associated with the project. Please indicate if any features affecting public safety exist along this route such as railroad crossings and intersections without signals, sharp turns, narrow bridges, etc.

Data Adequacy Response – Based on field studies prepared by CH2M HILL around the Cosumnes Power Plant site via Twin Cities Road (SR 104) it appears that the condition of this road is adequate to provide access to CPP. The following observations reflect transportation conditions along the route.

Roadway Cross-section

The roadway is of consistent width and the pavement appears to be in good condition. The general width of the roadway appears suitable without any abrupt changes to note. Lane widths are approximately 10 to 12 feet and acceptable for typical traffic movements. There is little or no shoulder on either SR104 or Clay East Road. State Route 104 has white edge striping. Both roads have culverts along both sides to provide drainage. In addition, there are utility poles along both sides of the two roads.

Horizontal & Vertical Sight Distance

The terrain in the area is classified as “rolling” and as such may have sight distance issues at some locations.

Route 104 & Clay East Road Intersection

This intersection consists of two roads converging into a classic “Y” type configuration. The sharp angle of the intersection accommodates eastbound (EB) right turns onto Clay East Road from SR 104 (this is the proposed primary flow pattern). Other movements are more difficult due to the sharp angle of the intersection. If traffic along Clay East Road increases,

there may be an increased safety concern at this intersection for the following two movements:

- WB SR 104 to EB Clay East Road
- EB Clay East Road to the EB SR 104 movements

The situation is further aggravated by a horizontal curve on SR 104 several hundred yards to the east of the intersection.

Railroad Crossings

There are two at grade railroad crossings in the area of Herald. Both are striped, marked, signalized and have crossing arms. One of the railroads appears to be non-operating.